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CLASSIFICATION CONFIDENTIAL	
COUNTRY Soviet Zone of Germany	25X1 REPORT
TOPIC PARCHIM Airfield and Improvised REDLIN Airfield	
EVALUATION 25X1	PLACE OBTAINED 25X1
DATE OF CONTENT	25X1
DATE OBTAINED	25X1 DATE PREPARED 15 November 1949
REFERENCES	
PAGES 2 ENCLOSURES (NO. & TYPE)	
REMARKS	
RETURN TO CIA LIBRARY	

22 September 1949

- 25X1 1. The PARCHIM (M 54/T 74) airfield was not occupied by the Soviet Air Force. A small Soviet Army unit was quartered in a still intact kaserne block. The PARCHIM construction site of the SCHMERIN (M 54/T 46) Bauunion Firm employed about 500 German workers at the airfield, with HORSTMANN as construction superintendent. The E-W runway, about 200x8,200 feet, was completed. The construction of a taxiway scheduled to run E-N and then to the west, was started. The landing field had been repaired. No reconstruction work was done on the destroyed hangars and quartering buildings.
- 25X1 2. The construction work was occasionally inspected by Capt PAVLOV from KARLSHORST (M 53/Z 94), who wore red service colors, and by a Soviet Air Force major. The two officers arrived by biplane.
3. Four hangars, a repair hangar and all kasernes, except one, at the PARCHIM airfield were destroyed. The intact kaserne had previously been occupied by a tank unit which had used the landing field as a training ground. This kaserne was reoccupied by a Soviet Army unit of about 180 men when reconditioning work started in June 1949.

26 September 1949

4. The bomb craters, tank and infantry practice trenches on the landing field were graded. The tarring of the E-W 9,000-foot runway was completed after the bomb craters on it had been filled. A taxiway extending E-N and then to the west and two circular taxiways starting at the eastern and western ends of the runway were under construction. A railroad spur track from the PARCHIM-LUDWIGSLUST (M 54/T 53) line through a piece-of-woods south of the field was being built. A guarded fuel dump was located in the woods. The former field spur track had been dismantled.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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5. The Bauunion firm was in charge of the construction work and first employed 1,000 workers, then 700 and later 200 workers. About 500 laborers again worked in two shifts on 26 September 1949.
6. No air force soldiers, aircraft or air force motor vehicles were stationed at the field.
7. No reconstruction work was observed at the REDLIN (L 54/T 83) improvised airfield. Most of the field was plowed and the remaining part saved as pasture land.

25X1 Comment:

25X1 a. Construction work at the REDLIN airfield has been reported since late April 1949. This report again confirms that the construction work consisted of reconditioning of the demolished runway, grading of the landing field, construction of a taxiway along the northern and western edge of the landing field and the construction of a new spur track.

b. The tank unit previously stationed at the field was apparently transferred. A light Soviet army unit was quartered in the kaserne. The arrival of an air unit has not been observed.

25X1 c. The information that no reconditioning work was being done at the REDLIN airfield agrees with a report

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